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These are published every afternoon.

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## THE NEW-YORK TRIBUNE.

For European Circulation,  
is published on the departure of each Mail Steamer for  
Liverpool. Price 25 cents per copy, or 40 per post, postage  
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## THE NEW-YORK TRIBUNE.

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is published on the departure of each Mail Steamer for  
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GREELEY & MCGRATH, Publishers.

## NEW-YORK TRIBUNE.

THE COLLINS LINE OF STEAMSHIPS.

## The new Liverpool steamer "Atlantic."

Amid the busy hum of our City shipyards, at  
nearly all of which an extraordinary amount of  
business appears to have sprung up with the open-  
ing Spring—the most general interest has for many  
weeks been directed to the magnificent pioneer of  
the new Collins Line of Liverpool Steamships, the

"ATLANTIC." We have had the pleasure of in-  
specting this noble specimen of New York skill  
and enterprise, and purpose giving a somewhat  
detailed description of her arrangements, the peci-  
uliarly convenient disposition of the various depart-  
ments of the vessel, and the immeasurable beauty of  
design so successfully carried out in her interior  
decorations.

The Dining Saloon is all in oak—substantially,  
conveniently and handsomely fitted up. Its dimen-  
sions are given in a preceding paragraph; it will  
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plying the wants of the inner man, and the voy-  
ager will find himself in comfortable quarters  
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"Novelties" have already become famous,  
whatever steamers are incorporated with the  
riches of a metropolis. The arrangement of the  
huge masses of iron in this apartment, is in full  
keeping with the completeness of other portions of  
the vessel.

With this cursory view of this splendid steamer,  
we are compelled to draw our remarks to a  
close. We have only endeavored to give a fair  
idea of the remarkable unity and tastefulness of  
her design, and of the perfect workmanship which  
has succeeded so well in producing a model New  
York steamer.

The "Atlantic" will sail on her first trip to  
Liverpool on Saturday, 27th inst. We understand  
that she is already nearly full of passengers. She  
will be commanded by Capt. Jas. W. West, late of  
the packet ship Shenandoah, the First, Second,  
Third and Fourth Officers are of the U. S. Navy.—  
The Chief Engineer is Mr. J. W. Rogers, with six  
Assistants. The number of persons permanently  
attached to the ship, including crew, is consider-  
ably over one hundred. The Commander is well  
known to ocean travelers as an experienced and  
capable officer, and we have no doubt that every-  
thing will be done to conduce to the comfort and  
well-being of the passengers of this noble ship.

The dimensions of the vessel, are: 200 feet length  
on deck, 40 feet beam, and 32 feet depth of hold.  
The Dining Saloon is 55 feet long by 41 wide, and  
is capable of further extension of 15 feet in length  
when required.

The parties engaged in the construction have  
been as follows: Builder—Wm. H. Brown; Ma-  
chines—Stillman, Allen & Co. of the "Novelty  
Works"; Joiner—Mr. Luton, Cabin Architect—  
George Platt. The Agents of the line are Messrs.  
E. K. Collins & Co.

The cost of the "Atlantic" is about \$550,000.  
Her capacity is 2,900 tons, Custom-House measure-  
ment, 3,000 tons Carpenter's measurement. She  
is built of the best material, carefully selected, and  
has been mainly planned, arranged and completed  
under the personal superintendence of Mr. Collins.  
Plates or bars of iron, 45 feet in length, 6 inches  
wide and 1 inch thick, run diagonally from the  
bulge-kelson to the upper deck—every four feet  
each way, crossing each other, and firmly bolted  
together. These braces, thus united, are locked  
on the frame and inside planking, bilge streaks,  
and the entire ceiling and clamps, in such manner  
as to insure great strength. The frame of the  
vessel is caged together with locust cog three  
inches in diameter and five inches long, two at  
each—making several thousand in the frame alone.  
The clamps and ceiling between decks are also  
caged in the same manner, with two in each frame  
and each streak. The knees in the main deck are  
likewise caged throughout. Her outside planking  
is secured by copper bolts, driven through the  
casing. It will that be seen, that exclusive of  
her engines and boilers, the amount of metal enter-  
ing into her construction is enormous. She is  
probably one of the strongest vessels that has ever  
sailed from this port.

Descending to the Saloons, we find a continued  
series of rich apartments, finished with the latest  
improvements, and rivaling the most aristocratic  
mansions in the appointment of all their parts. The  
rooms are covered with rich carpeting, in excellent  
keeping with the splendid decorations. The state-  
rooms, opening from either side of the cabin, are  
fitted up in a style which would do credit to the  
most sumptuous, and much more, conduce to the  
comfort of the inmates of this pattern of Ocean  
Steamers. There are accommodations for 200 pas-  
sengers—no second-class. The state rooms can be  
made to communicate with each other to any extent,  
so that a large family may be as much at home,  
and as distinct as upon the land; while each  
room is isolated, with the same facility, whenever  
required. This arrangement possesses marked  
advantages, and will go far toward enticing family  
travel. One lamp, at night, suffices lighting two state  
rooms, with the shade between—the light shining  
through ground glass, in three directions. This  
is another improvement. The appliances of the  
state-rooms are provided with remarkable gener-  
osity, and altogether there is nothing left to wish for.  
Five rooms of larger size are finished off in still

## NEW-YORK DAILY TRIBUNE.

BY GREELEY &amp; MCGRATH.

OFFICE, TRIBUNE BUILDINGS.

PRICE TWO CENTS.

VOL. X., NO. 11.

NEW-YORK, MONDAY MORNING, APRIL 22, 1850.

WHOLE NO. 2811.

more handsome style, and appropriated as Bridal  
Chambers.

The decorations and finish of the saloons are  
unique and elegant in the highest degree; and re-  
flect the greatest credit upon the architect, Mr.  
Platt, under whose personal direction this work  
was executed. The wood-work is composed of  
white-belly, satin-wood, rosewood, etc., and is richly  
ornamented. Mirrors in profusion endlessly  
multiply the view, and between the panes,  
around the walls of the cabin, are exhibited  
the arms of the several States of the Union, painted  
with a delicate touch, evincing the skill of the  
workman. These are framed with bonee work.  
The pillars between these are inlaid with marbles,  
framed in rosewood, with a representation at top  
of the steamer's figure-head, a Triton, horn in  
hand, ascending from the sea, supported right and  
left by a gilded mermaid; at the bottom the mirror  
rests upon a sea shell, gilt. Before the larger mir-  
rors are rich mats, their numbers quadrupled by  
the reflections. From the deck to the lowest saloon  
run perpendicular fixed ventilators, with doors to  
open into either cabin when required. These are  
enclosed in stained glass, and throw light as well  
as pure air upon both saloons. Their exterior is  
carefully guarded by an iron network of light and  
open pattern, and the glass columns firmly form  
one of the chief ornaments, as they are in use one  
of the indispensable portions of the saloons. The  
ceilings are fancifully wrought, carved and painted  
—the carved work richly gilded. Upon the stem-  
windows are to be the arms of the cities of Balti-  
more, Philadelphia, Boston and New York.

The warming apparatus is another peculiarity of  
the vessel. The cabins have registers opening un-  
der portholes, entirely concealed from view—  
through which the heat is transmitted from the  
steam boiler. This mode of heating ships by heat-  
air is, we believe, a new experiment. It is certainly  
a very agreeable one. The warmth diffused on  
board the Atlantic, is of a remarkably equal tem-  
perature, and there is no doubt that the comfort of  
her passengers will be still further enhanced  
by the arrival.

The Dining Saloon is all in oak—substantially,  
conveniently and handsomely fitted up. Its dimen-  
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Celebration of the Battle of Concord, April  
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